

5,000 HARBOR MEN DECIDE TO STRIKE

Gompers Holds Back One
Union, but Other Plans to
Go Out Tomorrow.

CAPTAINS ARE INSISTENT

Tidewater Boatmen's Union
Will Not Wait for Wage
Adjustment Board.

Samuel Gompers, president of the American Federation of Labor, paid a flying visit to this city yesterday to do the patriotic best toward stopping the spread of the harbor strike. He arrived too late to prevent the tide-water boatmen from voting in favor of a walkout, but his presence in town was unquestionably responsible for the decision of the Lightermen's Union to postpone definite action with regard to the wage adjustment until after the meeting of the Wage Adjustment Committee of the United States Shipping Board, which is to be held in the Customs House next Wednesday.

Before the meeting of the Lightermen's Union at its headquarters, 217 Court street, Brooklyn, last night, Paul Vaccarella, vice-president of the International Longshoremen's Union, with which the lightermen's organization is affiliated, talked with Mr. Gompers at the latter's room in the Continental Hotel. After the conference Vaccarella appeared before the lightermen and asked them to defer their action until next Wednesday. His appeal was seconded by James McGuire, president of the lightermen's organization, and Stephen J. Condon, its business manager. At the conclusion of the meeting Vaccarella hurried away in an automobile, presumably for another meeting with Mr. Gompers.

The lightermen demand \$4 a day, a half for overtime on weekdays. They also ask that their hours be fixed from 7 A. M. to 6 P. M., and that an hour for lunch be given to them. These demands will be laid before the wage adjustment committee next Wednesday.

2,000 Captains Vote Strike.

Although the immediate danger of a strike among the 2,000 lightermen has been averted by the timely appearance of Mr. Gompers, the stage is fully set for the walkout of the 2,000 captains of coal, grain, ice, canal and deck scows, and barges who comprise Tidewater Boatmen's Union, Local 847, which also is an offshoot of the International Longshoremen's Union. Without a dissenting vote the members of the local decided upon the strike at their headquarters, 6 Greenwich street, on Friday night, although the news of their action did not leak out until yesterday.

The walkout is timed for tomorrow morning and apparently nothing can avert it except compliance on the part of the boat owners with the demands of the union. The tide-water men ask \$100 a month, with \$2 extra when they work nights. They also demand that their hours be fixed from 6 A. M. to 7 P. M. last November they agreed to accept \$70 a month until the Shipping Board could investigate their case.

James Matthews, business agent of the Tidewater Boatmen's Union, declared yesterday that the only detail lacking to complete the plans for the strike was the appointment of a committee to handle the Boston and Perth Amboy ends of the walkout. When these committees were named, he said, "no strike would begin. All the ports between Perth Amboy and Boston, he added, would be affected by the strike."

Longshoremen's Aid Sought.

"Tomorrow afternoon we will ask the New York District Council of the International Longshoremen's Union to sanction our strike," said Mr. Matthews, "it isn't absolutely necessary that we get this sanction, but we prefer to have their support."

It is more than likely that the tide-water men will have to proceed without the backing of the longshoremen, however, in view of the effect which Mr. Gompers' presence in town has had upon the officials of the longshoremen's union. The union, which has 10,000 members, is to hold a meeting this afternoon to vote on the strike issue, but last night it was considered a foregone conclusion that it would follow the lead of the lightermen's union and defer action until after next Wednesday.

The danger of a strike on the part of the marine engineers also has been averted. The engineers are satisfied with conditions, and have decided to await the decision of the Federal mediators. Excepting for the action of tide-water men, therefore, the situation has been considerably clarified.

In discussing the demands of the tide-water men yesterday Mr. Matthews said that the Government mediators had tried to persuade him to delay action. This,

he said, was impossible, as the tide-water men had given the boat owners ten days in which to accede to their demands, and the period of grace having passed, there was nothing to do but to carry out their decision to strike.

\$70 Scale Now a "Dead Issue."

"The question of accepting the wage scale of \$70 a month fixed by the United States Arbitration Board last November is now a dead issue," said Mr. Matthews. "The mediators are trying to tell us that the boat owners have observed the agreement to pay the \$70 a month, but there have been so many violations of the Arbitration Board's decree that we have now raised our demand to \$100 a month. 'Think of a man working 360 days a year and twenty-four hours a day for \$70 a month. Why, many of our men were unable to even take their shoes off for a week at a time during the acute stage of the coal shortage.'"

"On the other hand the boat owners who used to get from \$4 to \$5 per day demurrage now receive from \$15 to \$20 per day. The tonnage rates also have increased tremendously. The boat owners are now receiving 45 cents a ton for freight shipped from one point to another in the harbor and from \$3.75 to \$4 a ton for freight carried as far as Boston."

There are about 1,500 barges and scows used in the transportation of coal and grain in the harbor, and all of these will be tied up tomorrow if the tide-water men's walkout goes into effect. When they stop operating several thousand other men employed about the harbor also will be forced to cease work.

WEST FOR SHIP BOOM.

Two States Could Turn Out 500
Wooden Craft a Year.

WASHINGTON, March 9.—Oregon and Washington can furnish between 400 and 500 wooden ships a year, witnesses from the Pacific coast today told the Senate Commerce Committee. The Coast Guard Fleet Corporation would furnish the lumbermen with a standardized program. Fears of the Shipping Board that the lumber supply in the Northwest is inadequate were declared unfounded.

H. B. Van Duser of Portland, Ore., declared the mills in his State had not reached their maximum capacity and said production of wooden ships on the west coast could be accelerated. He praised the loyalty of Oregon lumbermen and asserted there is no necessity for the commandeering of timber.

The car situation in that State, he said, was very bad, and he knew of several mills that will be compelled to close unless the situation improves.

J. H. Bloedel of Seattle, chairman of the Fir Production Board, said he had just completed a survey of the lumber supply in the State and had submitted the information to the Shipping Board. He said there must be a standardized schedule for ship timber, but believed one would shortly be prepared. Saw mills in Washington, Mr. Bloedel said, have ample capacity to produce what timber the Government needs for ships.

A law authorizing the Government to commandeer timber was favored by I. N. Day of Portland. He explained he did not think such powers were now necessary, but believed the Government should be in position to take such action. Mr. Day opposed extending this power so as to enable the Government to take over and operate saw mills, at least at present.

Other witnesses were Lloyd J. Wright, agent of the Shipping Board for the Oregon district, and F. H. Ransom, a lumber manufacturer, both of Portland, Ore.

NO CAULKER SHORTAGE.

Denial of Threatened Tieup of
Puget Sound Shipbuilding.

SEATTLE, March 9.—Denial that a shortage of ship caulkers exists here was made today by officers of the local shipwrights. Joiners and Caulkers Union in commenting upon Washington dispatches that Shipping Board officials said a tieup of wooden shipbuilding on Puget Sound was threatened as a result of the refusal of caulkers to permit apprentices to learn their trade and thus increase the number of men available.

200,000 IN SHIP ARMY.

New York City Passes Its Quota
of Enlistments.

WASHINGTON, March 9.—Figures received at the Department of Labor today show that 200,000 mechanics have registered for work in the shipyards and that many States have already exceeded their quotas. Illinois, with a quota of 22,682, now has 29,000 enrolled.

New York city has passed its quota of 20,000 and is continuing to receive enlistments. Many of these volunteers already have been sent to the shipyards in the vicinity of New York and to Hog Island, Philadelphia.

Care in Soldiers' Mail Urged.

WASHINGTON, March 9.—The American postal service in France has asked the Post Office Department to urge relatives of American soldiers to exercise care in directing mail to the troops aboard ships and that it should be used instead of "Mr." Given names should be written in full. Return addresses should be given and ink should always be used. It is explained that lead pencil writing often becomes illegible in transit.

66 SHIPS TO BE BUILT BY APRIL 1

Steady Increase Each Month
Will Give U. S. 4,000,000
Tons for Year.

OBSTACLES IN THE WAY

Labor Troubles, Weather, Rail
Difficulties Mitigate Against
Building Programme.

Special Despatch to The Sun.

WASHINGTON, March 9.—Figures made public today on the vessels launched in January and February and the prospective launchings for March show a production rate of about 2,000,000 tons by January 1, 1918. Launchings for March, however, will be more than double those of February, and Chairman Hurley states that this ratio of increase will be maintained throughout the year and that there will be a steady rise in production. Tonnage turned out during the last half of the year will be more than double that of the first half, it is said.

January launchings were sixteen ships, with a tonnage of 112,500. February launchings were fifteen ships, with a tonnage of 77,950. The estimate of March launchings is thirty-five vessels, with a tonnage of 230,591.

This will give a production for the first quarter of sixty-six ships with an aggregate tonnage of 411,041 tons. The average British production for a three months period is slightly in excess of this figure.

Officials charged with administration of the shipbuilding programme are confident that the output for the year, however, will be in the neighborhood of 4,000,000 tons. It is frankly admitted that the estimate of 5,000,000 tons for the year 1918 will not be reached.

Obstacles That Retard Work.

Severe winter weather, labor troubles, transportation difficulties and inability to maintain a steady stream of material for building have all mitigated against the programme and together are responsible for an aggregate cut in the estimated production of at least 2,000,000 tons, bringing the estimates from 6,000,000 to 4,000,000 and probably lower.

In connection with the statement that the ratio of production is to increase by leaps and bounds attention is called to the fact that seventy-seven new yards started since the United States entered the war are now 55 per cent completed and all of them will be engaged in building operations before January 1. By the end of the year there will be 132 shipyards in operation with keels laid down on 700 ship ways.

The output for the year is problematic, dependent on ability of Government and labor officials to keep labor working to a maximum production and on the speed with which new men can be trained and assimilated in the shipyards. The training and assimilation of these new men is a big factor in possible output. The shipping board is using every resource to bring men power to a maximum, and the labor department drive for a reserve of 250,000 shipbuilders is being continued with vigor. Over 200,000 men believed to be competent shipworkers have been enrolled.

To Improve Management.

As a further measure of speeding production the Shipping Board has in contemplation drastic measures to improve the management in a number of the shipyards. An announcement of the course to be pursued in this connection will probably be made soon.

During February, when fifteen vessels with a tonnage of 77,950 were launched, fifteen steel vessels, with a tonnage of 114,100 were completed and turned over to the Government. March deliveries will be slightly less than launchings. Though officials are keeping a stiff upper lip, there is admittedly disappointment at the drop in prospective production despite the fact that an output of 4,000,000 tons will be a remarkable achievement.

Good progress on the big fabricating plant at Hog Island is reported to the Emergency Fleet Corporation by Admiral Bowles and officials are hopeful that there will be no further delay on this project.

Launching of wooden vessels on the Pacific coast is being delayed through the action of the caulkers' union in the Seattle district in declining to increase the number of men available for work. A telegram to the Fleet Corporation from William Figgott, in charge of operations in this district, stated that the caulkers were standing pat and that they had shown so far no disposition to help the situation by meeting the need for more men. No decision has been reached by officials here as to the course to be pursued in meeting the situation.

WILSON CALLS FOR WAR GARDEN ARMY

Hopes Every Boy and Girl
Will Aid Movement.

WASHINGTON, March 9.—In a letter to Secretary Lane today President Wilson expressed himself on the volunteer garden army. The President's letter said:

"I sincerely hope that you may be successful through the Bureau of Education in arousing the interest of teachers and children in the schools of the United States in the cultivation of home gardens. Every boy and girl who really sees what the home garden may mean will, I am sure, enter into the purpose with high spirit, because I am sure they would all like to feel that they are in fact fighting in France by joining the home garden army."

"They know that America has undertaken to send meat and flour and wheat and other foods for the support of the soldiers who are doing the fighting, for the men and women who are making the munitions and for the boys and girls of western Europe and that we must also feed ourselves while we are carrying on this war. The movement to establish

gardens, therefore, and to have the children work in them is just as real and patriotic an effort as the building of ships or the firing of cannon. I hope that this spring every school will have a regiment in the volunteer war garden army."

It is Secretary Lane's idea that is being worked out through Commissioner Claxton of the Bureau of Education, to have 5,000,000 boys and girls of the schools in every city, town and village in the country, captured by 40,000 teachers, produce as nearly as possible all of the vegetables, small fruits and eggs for their home consumption.

NEWPORT "DRY" ON MARCH 16.

Daniels Sets Date for Enforcing 5 Mile Dry Zone at N. Stations.

Special Despatch to The Sun.

WASHINGTON, March 9.—Secretary Daniels announced this afternoon that the order establishing a five mile prohibition zone around certain naval stations will take effect Saturday, March 16, at 4 P. M. The order affects the entire city of Newport.

The naval stations referred to are Naval Academy, Annapolis; Naval Training Station, Newport, R. I.; Naval

Training Station, Norfolk, Va.; Naval Training Station, Great Lakes, Ill.; Naval Training Station, Naval Operating Base, Hampton Roads, Va.; Training Camp, Navy Yard, Mare Island, Cal.; Marine Barracks, Paris Island, S. C.; Marine Barracks, Quantico, Va.

WAR PRICES AID FARMERS.

More Than 100 Per Cent Increase
for Four Cereals Results.

Special Despatch to The Sun.

WASHINGTON, March 9.—The farmer of the country is receiving a large share of the increased food prices on the four principal cereal grains, according to figures compiled by the Department of Agriculture and made public today. The prices now being paid to the farmer in comparison with the pre-war prices follow:

Average three years pre-war per bushel: Wheat, \$0.86; corn, \$0.66; oats, \$0.46; barley, \$0.64.

Percentage increase of present over pre-war prices: Wheat, 131; corn, 109; oats, 105; barley, 105.

FRANCE AND SPAIN TO SIGN TRADE PACT

Commerce in Articles Affected
Probably Would Be About
\$7,000,000 a Month.

Special Cable Despatch to The Sun.

PARIS, March 9.—A Franco-Spanish commercial agreement is about to be signed, under which Spain will send to France raw materials, woolen manufactures, cotton thread and cloth, manufactures of iron and steel, rice, onions, potatoes, wine, olive oil, figs, oranges, raisins and canned fruit. Many of these goods were produced in France before the war and there is some criticism of the arrangement on that account, especially from the Southern provinces of France.

although these districts now are practically incapable of producing them.

In return France is to furnish Spain with phosphates and lime from Algeria, copra from Madagascar, machine tools, electric materials, chemical products and silk, spun and woven. Imports of Spanish wine are not to exceed 250,000 hectoliters monthly (about 6,500,000 gallons), under special tax regulations. The tools and machines which are to be exported by France must refer only to such as will be used in producing articles for France, as there is a great shortage of machinery here. Conditions in regard to electrical supplies are about the same. The main purpose of this measure apparently is to hold the trade in these articles for the Allies after the war, as Spain imported them largely from Germany prior to the middle of 1914.

A meeting of Spanish and French bankers has been called to arrange the details, which, it is apparent, will have wide ramifications extending into many branches of the trade of the Allies when hostilities cease. The volume of this monthly trade is expected to reach or exceed 25,000,000 francs (about \$7,000,000). The agreement is to run through 1919.



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"In my living-room is a cabinet filled with the names of masters also, the world's masters of music. Here is Beethoven's name, Chopin's, Wagner's. Here are the names of Liszt and Mendelssohn and Brahms, and many others besides. Here, too, are the 'best sellers' in the music of our time.

"And the names in this case mean even as much to my wife and me and to our growing children as do those other wondrous ones of literature—and not because we are pianists; for no ordinary pianist in the world can play all these works.

"No! It is because of that piano in the corner of the room, which is yet far, far more than a piano.

The Piano in My Living-room

"It is a beautiful instrument, this Weber, and sometimes my musical friends sit down and play it and exclaim at the glorious qualities of tone which are awakened by their touch upon its keys—while as for myself—! . . .

"I step over to the case where lie the rolls of earth's great masterpieces

The Pianola, remember, is made only by The Aeolian Company, in these models exclusively—The Steinway, The Steck, The Stroud, The Aeolian and the famous Weber. Each represents the best piano in the world at its price, in addition to being a Pianola. There is a Pianola for your home—to suit your taste and purse.

of music. I go to my Weber piano and in a moment I have changed it, transformed it. It is now a Weber Pianola. I have simply dropped two pedals in front of my feet. I have merely opened an aperture and have inserted the roll—Dvorak's exquisite 'Humoresque.' My feet rest lightly on the pedals. My hands drop naturally on the few simple levers before me. A gentle pressure of the pedals and all the pretty tenderness of the music is reflected in the sound. Now I move the Metrostyle lever to keep the slow, slow measure of it. Now I vary it, and all the charming, humorous playfulness of this little gem lfts briskly along.

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